



Landmark Mall Re-planning Process

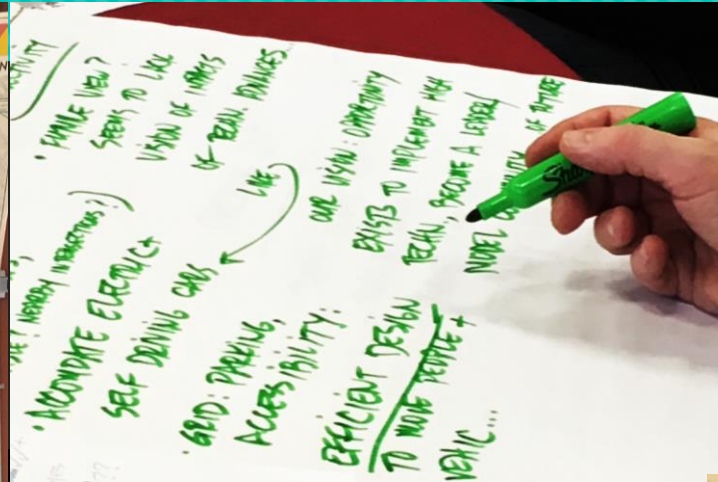
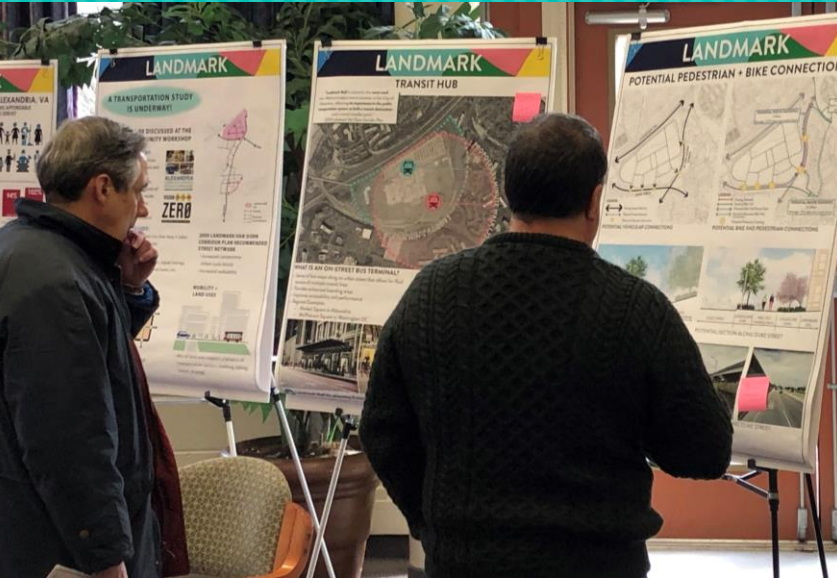
Eisenhower West – Landmark Van Dorn Implementation Advisory Group
Community Meeting
February 27, 7 – 9 pm

Agenda

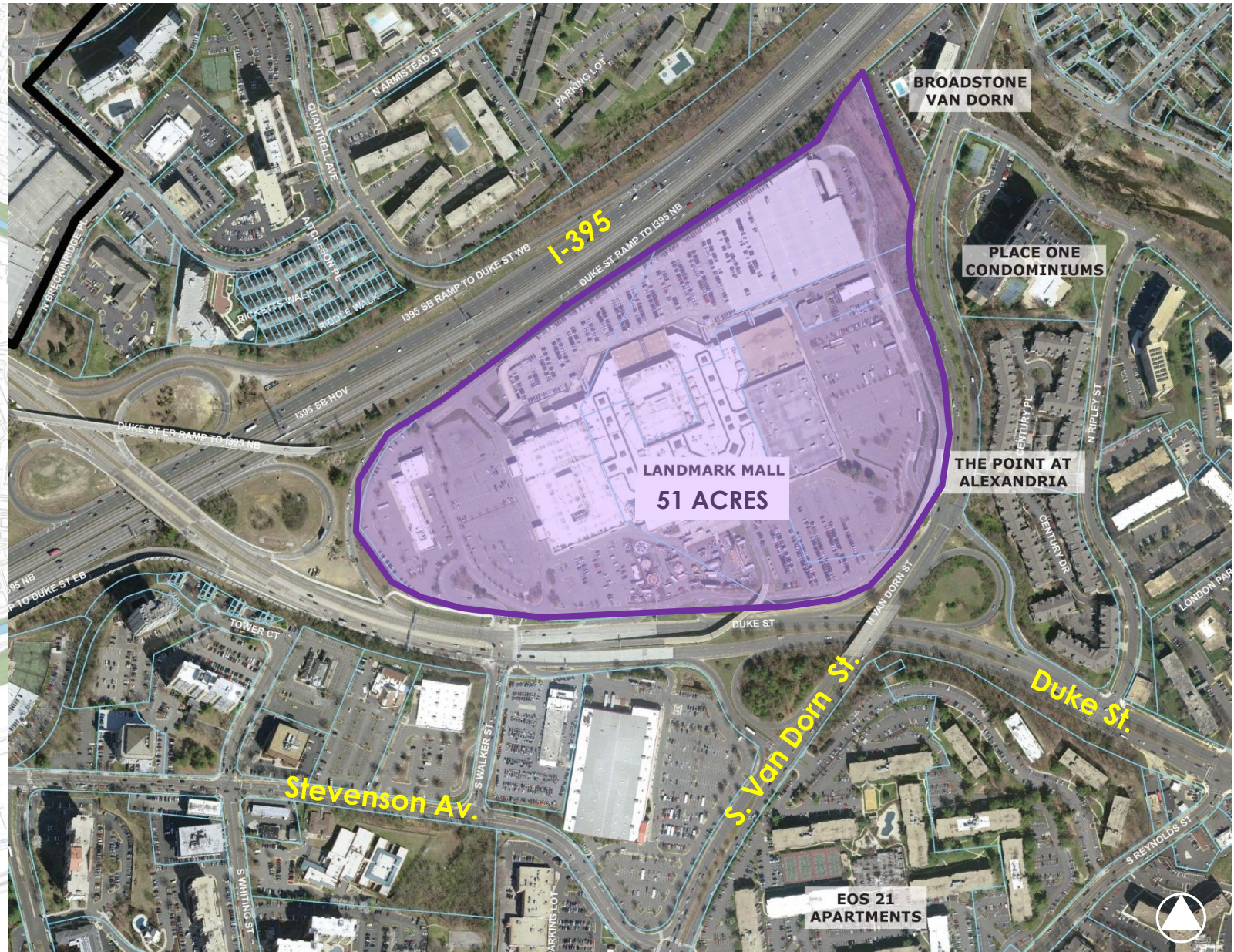
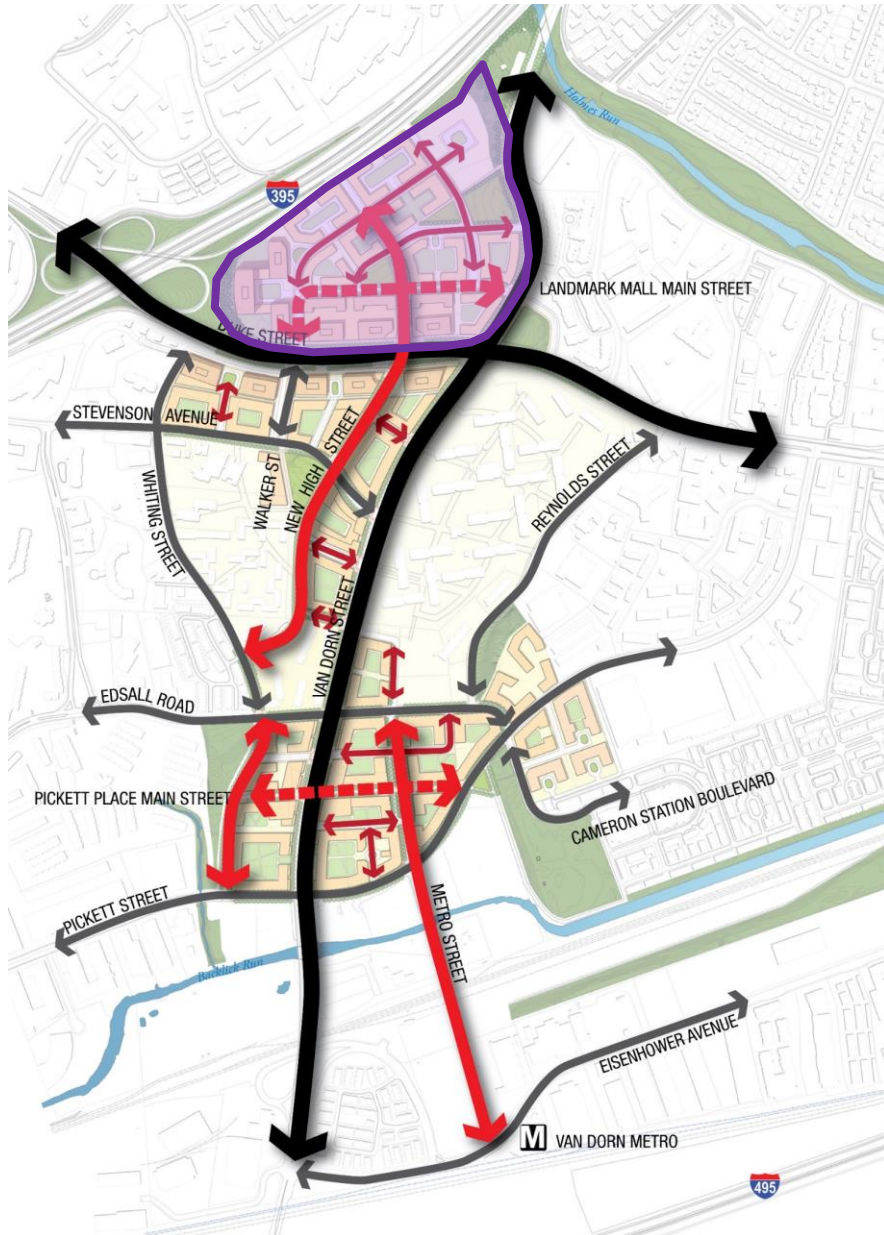


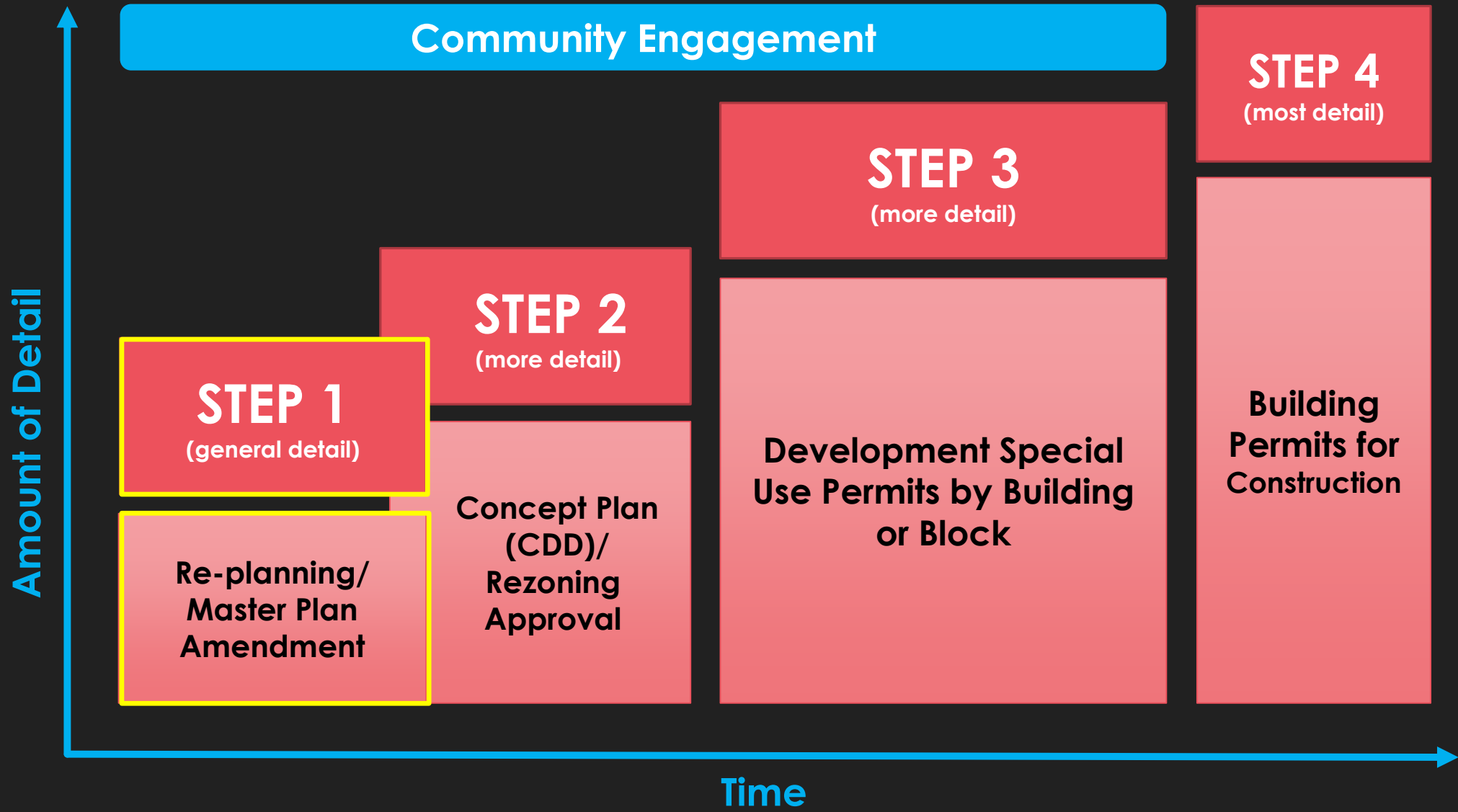
1. Process & Level of Detail (5 minutes)
2. Plan Revisions (15 minutes)
3. Community Input and Revised Draft Recommendations (20 minutes)
4. Discussion (30 minutes)
5. Next Steps (5 minutes)

Community Process



Building on the 2009 Landmark/Van Dorn Corridor Plan







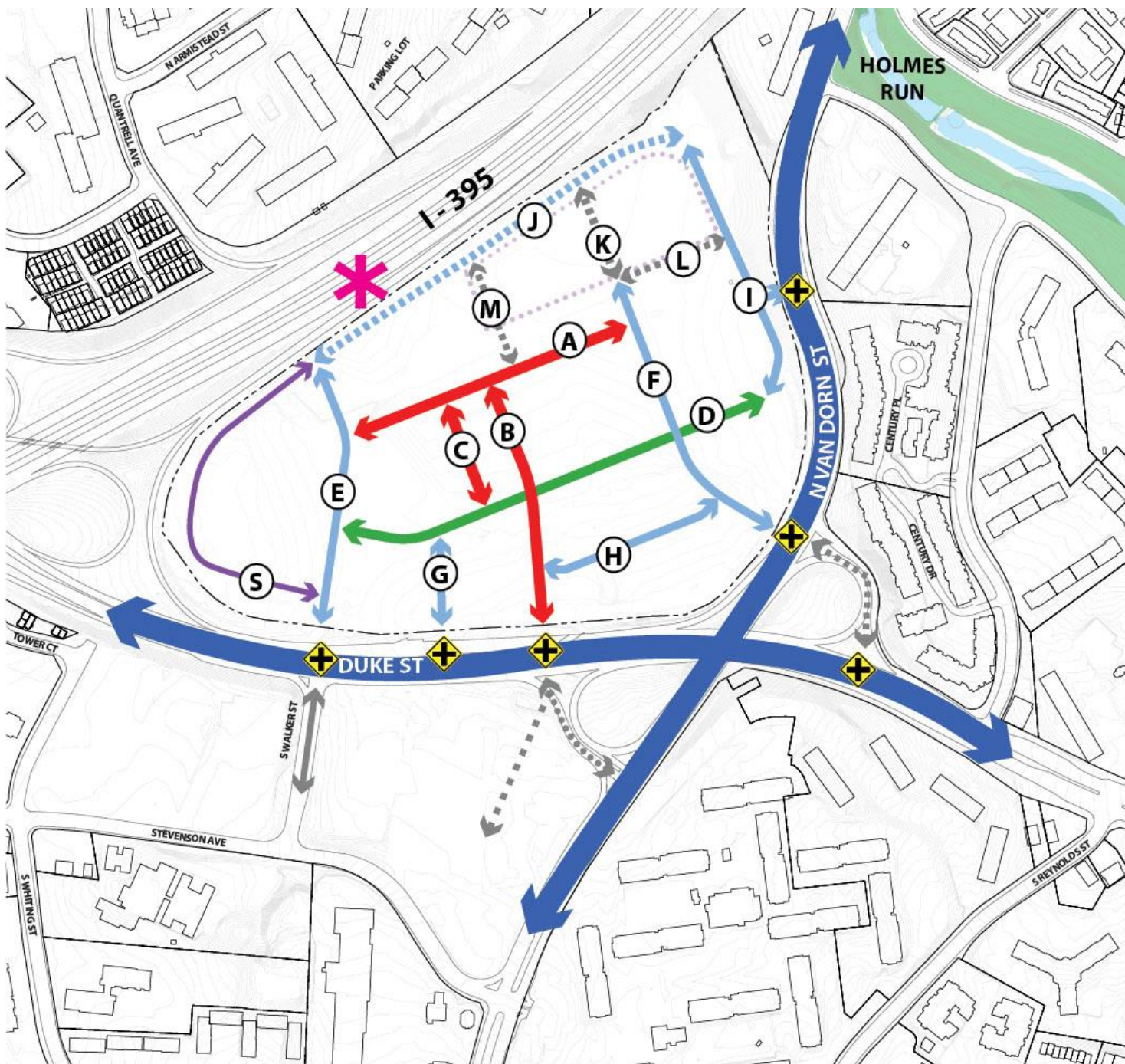
Plan Updates

1. Framework Plan
2. Bicycle and Pedestrian Connections
3. Transit Hub
4. Open Space
5. Land Use Flexibility (Including Community Facilities and Housing Affordability)
6. Building Heights
7. Streetwall, Gateways & Placemaking

Framework Plan

Legend

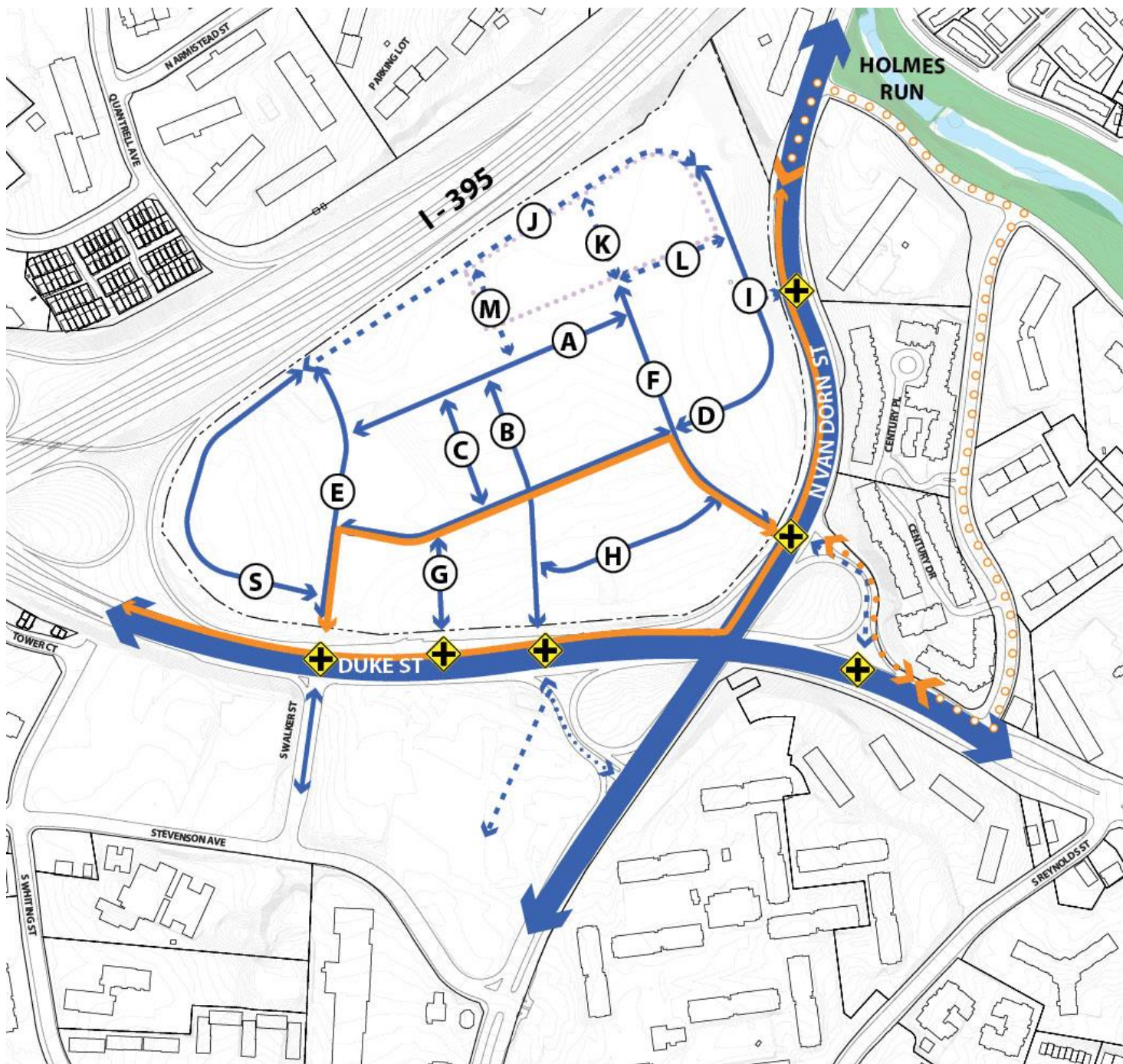
- Main Street
- Mixed-Use Boulevard (Green Street)
- Neighborhood Connector
- Commercial Connector
- Service Street
- Future Extensions
- Existing Connector
- Interim Connector
- Potential Connection to/from I-395
- Signalized Intersections
- Existing above Grade Parking Structure to be Redeveloped with Future Phases



Bicycle & Pedestrian Connections

Legend

- ○ ○ ○ Bike Facility Planned by City
- Dedicated Bike Facility
- ● ● ● Bike Facility
- Commercial Connector
- Framework Streets
- - - Future Framework Street Extension
- ● ● ● Interim Connector
- ⬢ Signalized Intersections
- ● ● ● Existing above Grade Parking Structure to be Redeveloped with Future Phases



Transit Hub

Legend



Proposed Transit Hub



Planned West End Transitway Stop



Commercial Connector



Framework Streets



Future Framework Street Extension



Interim Connector



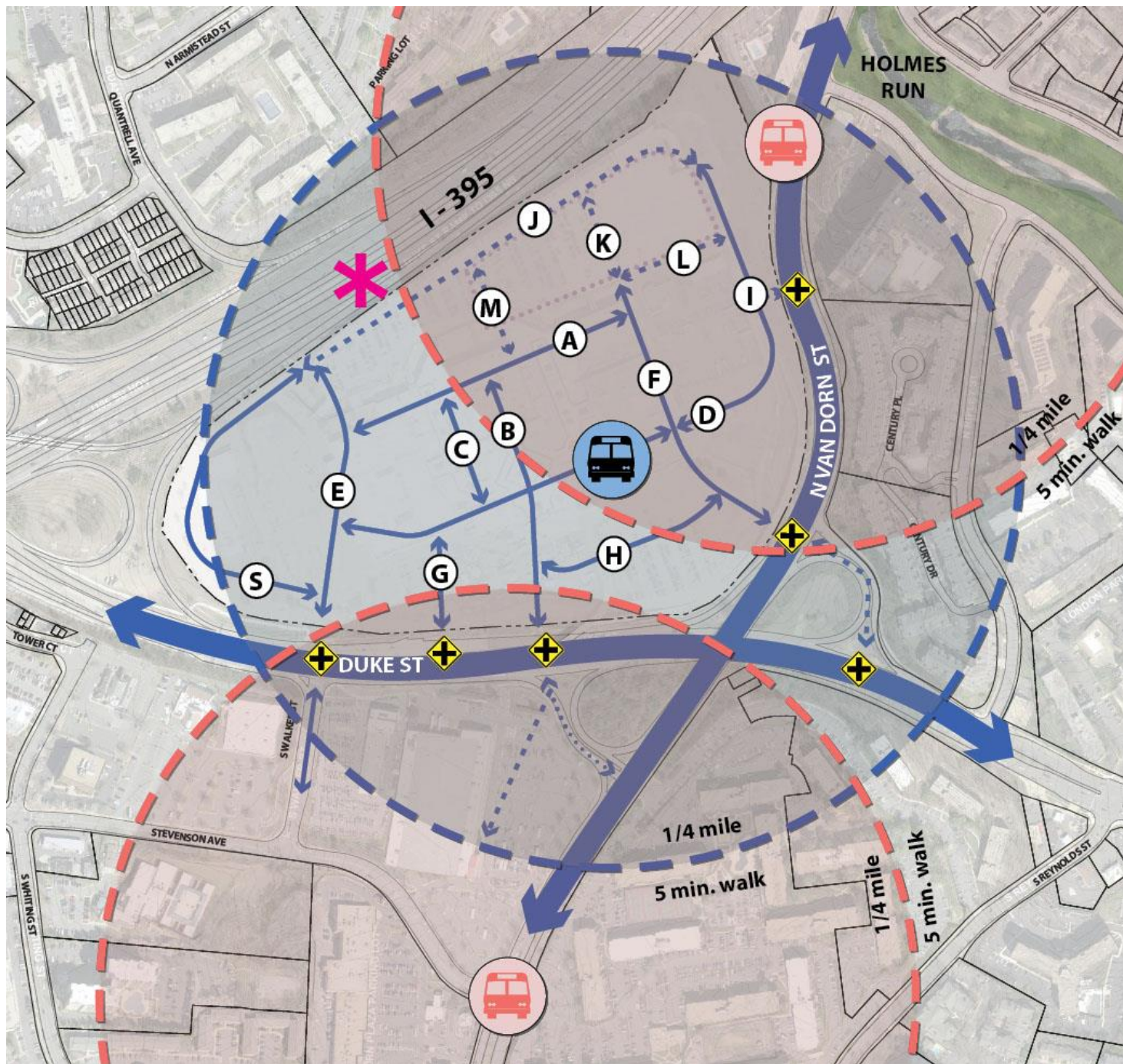
Potential Connection to/from I-395



Signalized Intersections



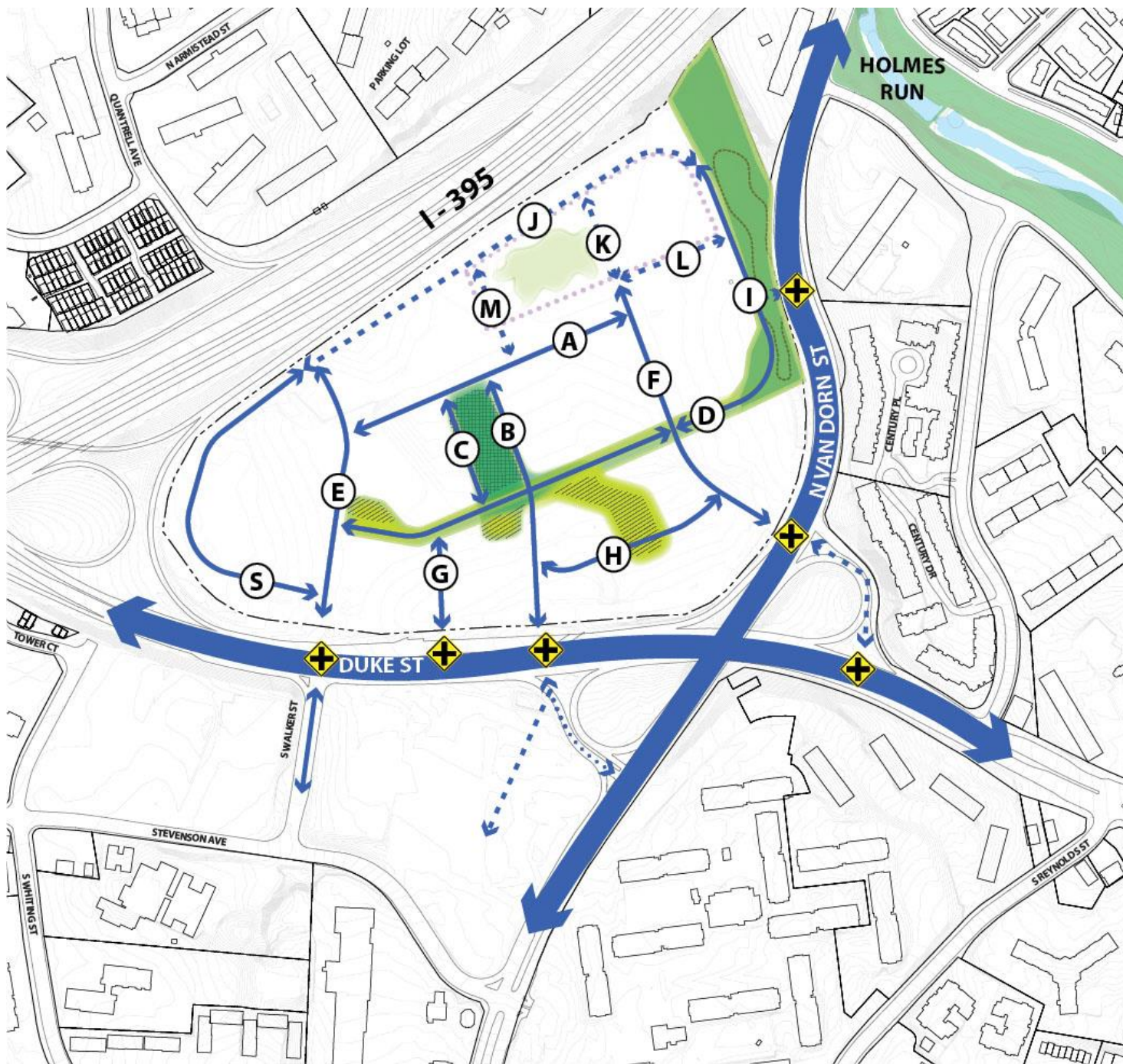
Existing above Grade Parking Structure
to be Redeveloped with Future Phases



Open Space

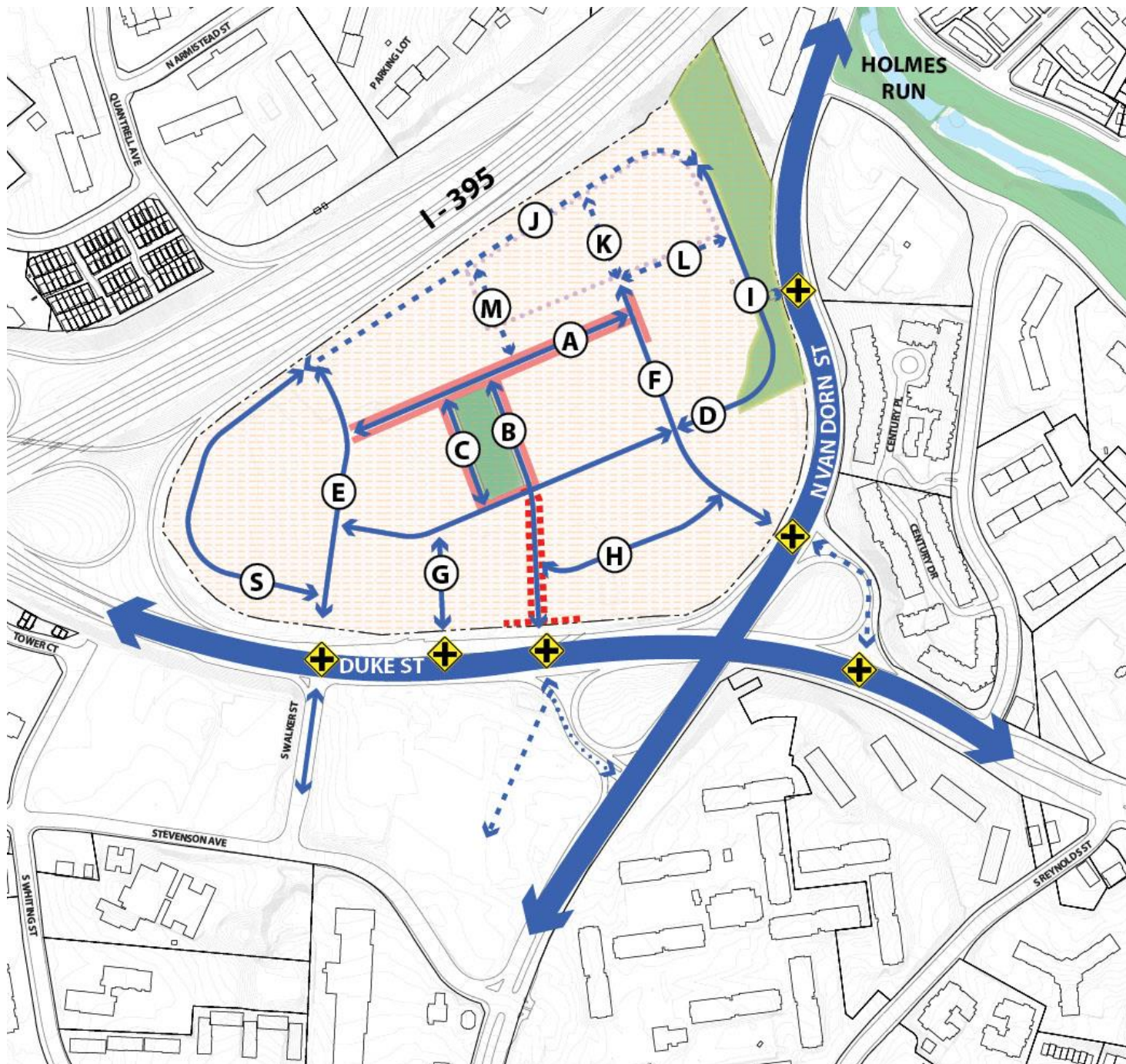
Legend

-  Fixed Public Parks (Central Plaza and Terrace Parks)
-  Green Street (Framework Street D)
-  Potential Active Recreation
-  Trail Connection
-  Central Plaza
-  Terrace Park
-  Neighborhood Park
-  Commercial Connector
-  Framework Streets
-  Future Framework Street Extension
-  Interim Connector
-  Signalized Intersections
-  Existing above Grade Parking Structure to be Redeveloped with Future Phases



Land Use Flexibility

- Housing Affordability
- Community Facilities



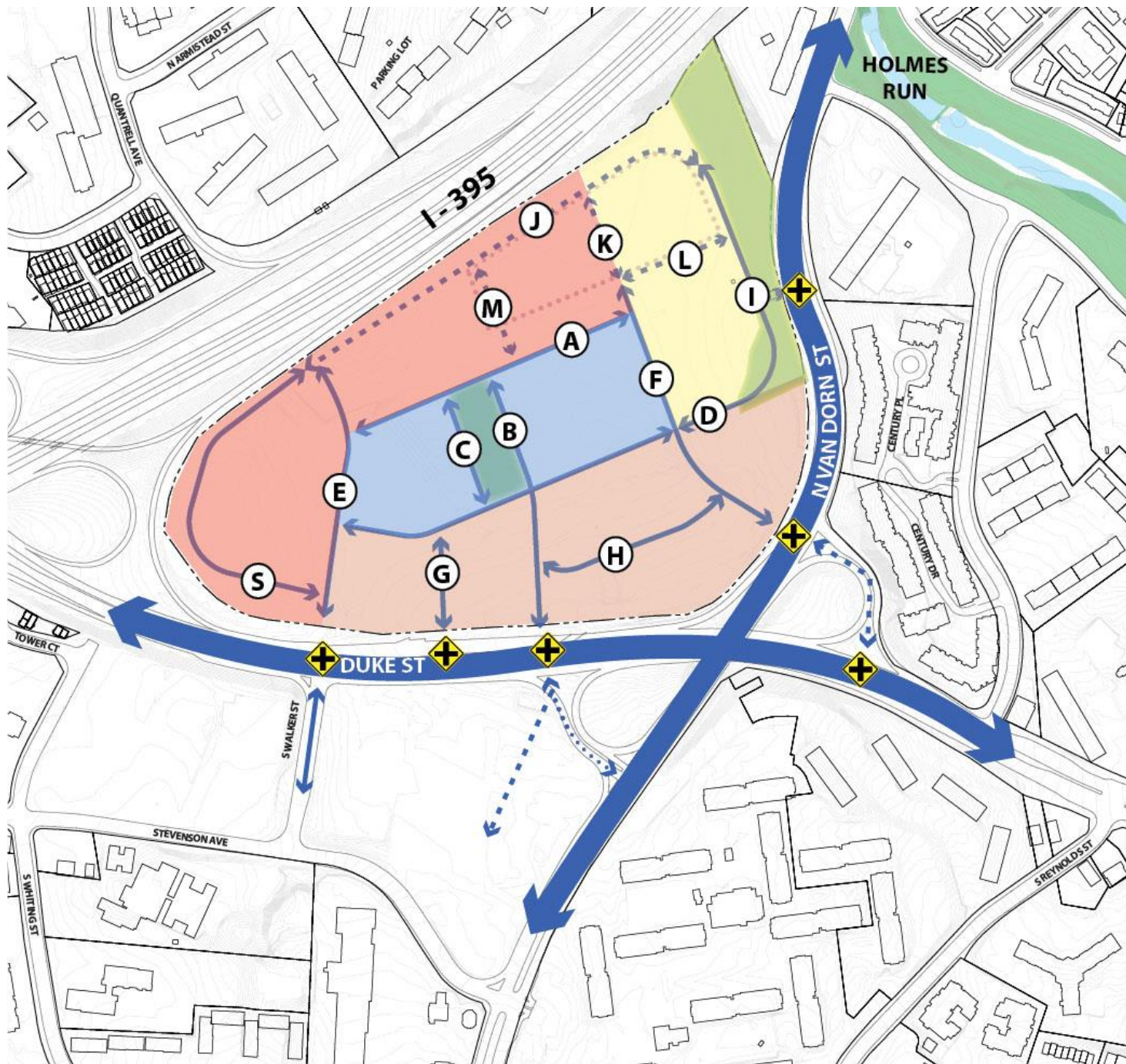
Legend

- Required Retail Streets
- - - Preferred Retail Streets
- Mixed-Use (Minimum 20% Commercial)
- Fixed Public Parks (Central Plaza and Terrace Parks)
- Commercial Connector
- Framework Streets
- Future Framework Street Extension
- Interim Connector
- Signalized Intersections
- Existing above Grade Parking Structure to be Redeveloped with Future Phases

Maximum Building Heights

Legend

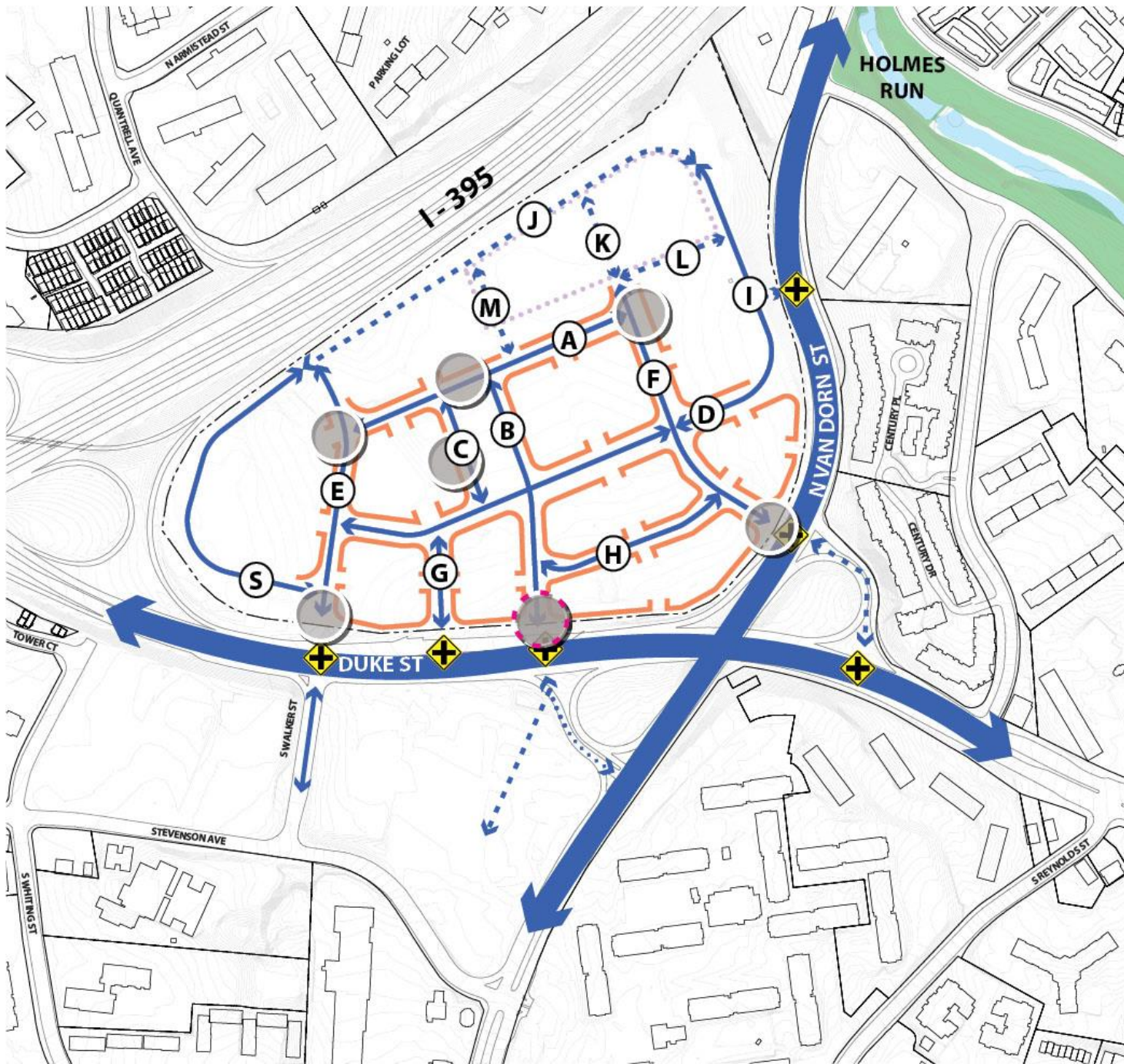
- Up to 85 feet (5-8 stories)
- Up to 120 feet (7-12 stories)
- Up to 180 feet (14-18 stories)
- Up to 250 feet (16-25 stories)
- Fixed Public Parks (Central Plaza and Terrace Parks)
- Commercial Connector
- Framework Streets
- Future Framework Street Extension
- Interim Connector
- + Signalized Intersections
- Existing above Grade Parking Structure to be Redeveloped with Future Phases



Streetwall, Gateways & Placemaking

Legend

- Gateway (Placemaking Locations)
- Enhanced Retail Entrance
- Streetwall
- Commercial Connector
- Framework Streets
- Future Framework Street Extension
- Interim Connector
- Signalized Intersections
- Existing above Grade Parking Structure to be Redeveloped with Future Phases





Improved Duke Street



Improved Van Dorn Street



Central Plaza Open Space





Community Input and Draft Recommendations

Plan Framework and Mobility

1. Implement street framework plan
2. Implement street hierarchy
3. Create **internal pedestrian connections** within the blocks
4. **Improve Duke and Van Dorn - streetscape, multi-use path, safety, capacity**
5. **Prioritize pedestrians and cyclists**
6. Provide **dedicated bike facilities** on Duke, Van Dorn, and some internal streets
7. **Remove the fly-over** on Duke Street
8. Provide signalized intersections
9. Provide **enhanced pedestrian crossings** on Duke and Van Dorn
10. Pursue **ramp connection from I-395** into site
11. Provide structured **parking** below grade or if above-grade, line with active uses
12. Locate **urban transit hub within the site**
13. Provide infrastructure plan for phasing and construction

Open Space

1. Provide minimum 3.5 acres **at-grade public open space**: Central Plaza, Terrace Park, Neighborhood parks
2. In addition to 3.5 acres, minimum 25% open space per development block
3. Small structure permitted in Central Plaza for public amenity related to open space
4. Provide **active recreation space on existing garage structure**, if feasible
5. **Safe and well-lit ADA trail** through Terrace Park - **connecting to Holmes Run Trail**
6. All public open space (at or above grade) **visible and easily accessible from streets**

Land Use

1. **Flexibility of uses**, min 20% required as non-residential use
2. Phasing plan for entire site for compliance with required mix
3. Max 5.6 million square feet
4. **Ground floor active retail**
5. Management structure

Community Facilities

1. Incentivize Community Facilities by excluded from maximum development and height
2. **Fire station** pursued through CDD.
3. **School site** pursued through CDD.
4. **Co-location**

Building Height, Gateways and Placemaking

1. Buildings frame and engage streets and public open spaces
2. Maximum-minimum heights
3. **Variety of building heights**, building massing and articulation
4. **Signature buildings** at placemaking and gateway locations
5. **Design standards for buildings taller than 100 feet for sun and shade patterns**
6. **Design standards for the public realm - emphasize entry at Framework Street D and Duke Street**

Housing Affordability

1. Minimum percentage of **on-site committed affordable/workforce affordable units serving 30-80% AMI**
2. **Co-locate** with community facilities or other uses where feasible.
3. **Incorporate into residential, mixed-use buildings**
4. **Use bonus density/height**

Zoning

1. Use Coordinated Development District (CDD) zoning or comparable

Infrastructure

1. Neighborhood-wide **green infrastructure** implementation plan
2. Green infrastructure, phosphorous removal and run-off standards

Community Comments Addressed in Future Phases

1. Specific uses / anchor uses
2. Parking – quantity provided, fees
3. Specific student generation
4. Specific uses for open spaces
5. Amount of above-grade and at-grade open space per development block
6. Specific focal features (i.e. fountain), programming (i.e. outdoor concerts), landscaping and site furniture
7. Maintenance and security measures for public realm
8. Specific number, type, size, tenure (rental/ownership) of housing units, including affordable housing
9. Sustainable building practices (i.e. systems, materials, energy use, etc.)
10. Accommodation of ride share drop-off, bike and scooter share, autonomous vehicles
11. Neighborhood name/branding
12. Grading and drainage
13. Potential noise impacts from helipad
14. Emergency vehicle access
15. Building phasing
16. Specific details regarding ADA accessibility

Other Community Comments

1. Pedestrian/bicycle bridges over Duke, Van Dorn, I-395
2. Preserve ramp from Duke Street into site
3. Redesign I-395/Duke Street interchange
4. Bike trail along north side of the site and Broadstone to connect to Holmes Run (addressed through alternative approach)
5. Pedestrian only street(s) around central plaza
6. Trolley/shuttle bus from Landmark to Metro
7. Buses underneath development
8. Prevent rental/ensure home ownership

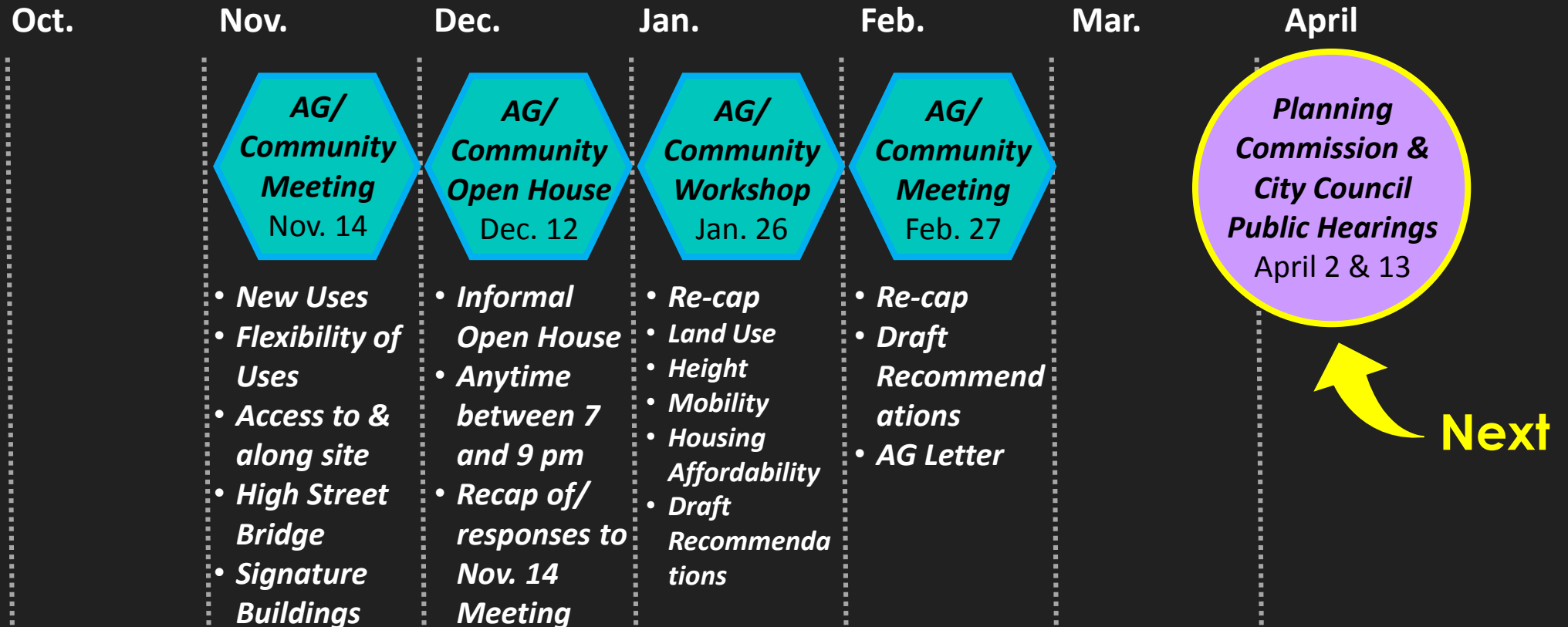
Discussion

Q: Do you have questions or comments on the draft recommendations?

1. Advisory Group – 15 minutes
2. Community – 15 minutes



Next Steps





Draft Recommendations (Full Text)

10.1 Plan Framework and Mobility

1. Provide streets and blocks as generally depicted in the Framework Plan (Figure 1) and provide perpetual public access easements and/or dedicate streets and sidewalks to the City.
2. Provide the street hierarchy depicted in the Framework Plan (Figure 1).
3. Provide internal pedestrian connections and alleys within the blocks, where feasible.
4. Improve Duke Street and N. Van Dorn Street with streetscape improvements, including a multi-use path, landscaping, street trees, and pedestrian-scale lighting, as generally depicted in Figures 2 and 3.
5. Design streets to prioritize pedestrians and cyclists.

10.1 Plan Framework and Mobility

6. Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets D, E and F as generally depicted in Figure 4. Final configuration of bicycle facilities in these locations will be determined as part of the Coordinated Development District (CDD) approval(s). Bicycle facilities and accommodations for the remaining Framework Streets will be determined as part of the CDD approval(s).
7. Remove the fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 2.
8. Include signalized intersections as depicted in Figure 1.
9. Provide enhanced pedestrian crossings, such as high visibility crosswalks, enhanced pedestrian signalization and median refuges, at each signalized intersection along Duke Street and N. Van Dorn Street as depicted in Figure 1.

10.1 Plan Framework and Mobility

10. Pursue Virginia Department of Transportation (VDOT) and all applicable agency approvals for a ramp connection to I-395 as generally depicted in Figure 1 as part of a joint effort between the City and the property owner.
11. Provide new structured parking below grade to the extent feasible. Alternatively, if new above grade structured parking is provided, it will be lined with active uses, (commercial and/or residential) on all sides fronting Framework Streets A through I and/or public parks. Above grade parking structures must be designed and constructed to be reused as commercial or residential use in the future.
12. Provide an urban transit hub within the site as generally depicted in Figure 5 to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as on-street parallel spaces.
13. Provide an overall infrastructure plan that outlines the phasing and construction of all framework streets, Duke Street and N. Van Dorn Street as part of the CDD approvals.

10.2 Open Space

1. Provide a minimum of 3.5 acres of at-grade public open space as intended by the Plan that is physically and visually connected and accessible from the green street (Framework Street D) and connects to surrounding publicly accessible open space as generally depicted in Figure 6. The following public open spaces will be dedicated to the City or will include a perpetual public access easement:
 - a) +/- 0.45-acre Central Plaza;
 - b) +/- 2.5-acre Terrace Park; and
 - c) Neighborhood parks consisting of the remaining acreage of the required minimum 3.5 publicly accessible open space and shall be consolidated or connected to the extent feasible
2. One story accessory structures with supporting uses may be provided in the Central Plaza if consistent with the intent of the open space and approved as part of development review process.

10.2 Open Space

3. Provide a safe and well-lit ADA compliant trail connection through the Terrace Park with passive and active recreation amenities and to enhance access to and use of the Holmes Run Trail.
4. Provide active recreation space on the top level of the existing above-grade parking structure as depicted in Figure 6 to the extent feasible.
5. In addition to the 3.5 acres of public open space outlined above, provide a minimum of 25% open space at- or above-grade per development block (Development blocks identified as part of the CDD). The 25% requirement for each development block (in addition to the site-wide minimum 3.5 acres) may be consolidated on multiple blocks if the resulting open space creates a more consolidated, at-grade publicly accessible useable open space.
6. All publicly accessible at- or above-grade open space shall be visible and easily accessible from adjacent public streets.

10.3 Land Use

1. Permit the flexibility of allowable uses as per Figure 7 across the site with a maximum development of 5.6 million square feet, exclusive of community facilities. A minimum of 20% of the total development is required to be non-residential uses (i.e. office, hotel, retail, and institutional). Final uses will be established as part of the CDD approval(s).
2. Provide required and preferred ground floor active retail uses in the locations as generally depicted in Figure 7. Permitted uses in these locations must activate the adjacent public street and/or open space. The specific uses permitted as retail will be established as part of the CDD approval(s).

10.3 Land Use

3. In the required and preferred ground floor active retail locations depicted in Figure 7, provide ground floor minimum floor to ceiling height of 18 feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.
4. With each building development submittal, provide a phasing plan for the entire site to demonstrate compliance with the required mix of uses.
5. Provide a management structure such as a business improvement district, owners association or similar entity.

10.4 Community Facilities

1. Community facilities square footage and height will be excluded from the maximum building development of 5.6 million square feet and maximum height for each development block. Community facilities include a school, fire station, indoor community meeting or gathering space, and any other community serving public uses.
2. Adequate provisions will be made to accommodate a fire station within the Landmark neighborhood. The specific size, location and timing will be addressed as part of CDD approval(s).
3. Adequate provisions will be made to accommodate added student generation by the proposed development and the feasibility of a school site should be explored through the CDD and/or DSUP approval(s).
4. Co-locate community facilities with other uses to the extent feasible.

10.5 Building Height, Gateways and Placemaking

1. Provide building streetwalls that frame, define and engage streets and public open spaces with high quality building materials, building recesses, bays, stoops, breaks, and/or courtyards as generally shown in Figure 9 to enhance the pedestrian experience, and encourage walking and use of transit.
2. Buildings may be built to the maximum heights shown in Figure 8. Minimum building heights will be established as part of CDD approval(s).
3. Provide a varied skyline across the neighborhood. Additionally, provide a variety of building massing and articulation on each development block.
4. Provide signature buildings at placemaking and gateway locations shown in Figure 9; signature buildings will feature distinctive design and materials and may be up to 250' tall to accentuate gateways and prominent vistas.

10.5 Building Height, Gateways and Placemaking

5. Prepare general design standards for buildings taller than 100 feet to address proposed scale, massing, height, tower spacing and coverage, and building envelopes in relation to sun and shade patterns and the creation of a unique and dynamic skyline as part of CDD approval(s) or as part of the first Development Special Use Permit (DSUP).
6. Prepare general neighborhood-wide design standards for the public realm, including lighting, signage/wayfinding, public art, setbacks and other comparable features, and for buildings, including massing, articulation and other comparable features, that implement the vision of the Landmark neighborhood as part of the CDD approval(s) or as part of the first DSUP. Emphasize features at Framework Street B and Duke Street as shown in Figure 9 to denote this entry to the retail core of the neighborhood.

10.6 Housing Affordability

1. Provide a minimum percentage (as established through CDD approval(s)) of on-site committed affordable and workforce affordable units for households with incomes between 30% and 80% of area median income (AMI). Housing may be rental or ownership, with affordable rentals targeting households with incomes below 60% AMI.
2. Co-locate on-site affordable housing with community facilities or other uses where feasible.
3. Provide on-site affordable housing as part of residential mixed-use developments.
4. Use bonus density/height to achieve affordable units within market-rate buildings where feasible.

10.7 Zoning

1. Utilize Coordinated Development District (CDD) zoning or comparable zone to implement the vision and recommendations of the Plan.

10.8 Infrastructure

1. Provide a neighborhood-wide green infrastructure implementation plan as part of the CDD approval(s) that outlines the phasing and construction of the on-site stormwater infrastructure for streets, sidewalks and publicly accessible open spaces.
2. Provide vegetative/ green infrastructure best management practices (BMPs), phosphorous removal and runoff standards consistent with Plan recommendations in Chapter 8 with final determination through CDD and/or DSUP approval(s).